

UNUSED BRAKE CAUSED DEATH OF WOMEN AT CONEY

Only One Man on Duty to Control Speed of Cars on Giant Racer.

CITY STARTS PROBE.

Building Inspectors Make Rigid Tests to Discover Cause of Fatal Accident.

If there had been two brakemen controlling the speed of the cars on the Giant racer at Coney Island yesterday's accident, which resulted in the death of two women, would not have occurred, was the declaration made by Superintendent Thatcher after he and a half dozen inspectors from the Brooklyn Department of Buildings had subjected the mammoth structure to a series of rigid tests today. Superintendent Thatcher found that only one man, John Fennel, was in charge of the four brake levers, all concentrated at one point. The emergency brake, which would have brought the coaster train to a standstill within its own length, had not been operated even once during the whole summer. According to the figures of Arthur Jarvis, the president of the coaster company and its engineer, it has carried a half million passengers.

"The rule of the emergency brake," said Superintendent Thatcher to an Evening World reporter, "is that it has not been used at all during the entire summer. Had it been applied yesterday, the women's lives would have been saved. But Fennel was alone in charge and had his hands full. The coaster itself," continued Mr. Thatcher, "is the most perfectly constructed of its kind in the world and if proper precautions are taken in handling the cars, there is no possibility of an accident."

President Jarvis of the coaster company announced that hereafter there would be two men in charge of the brakes, and in addition, single horses would be put up at the curves to prevent the trains from leaving the tracks, no matter what speed they attain. The terrific speed which caused yesterday's accident tore away twelve of the two-hundred girders on which the coaster tracks rest.

Superintendent Thatcher said that he would, in all likelihood, permit the coaster to run again this afternoon. He would take no action against Fennel, leaving that for the coroner.

The women killed were Miss Mary Kallaghan, thirty-five, of Scranton, Pa., and Mrs. Alice Provost, forty, of No. 227 Harrison avenue, Jersey city. Others in the car were Mrs. Mary Harrington, forty-two, of No. 141 Mott terrace, Schenectady; Mrs. Ruby Harding, forty, of No. 10 James street, Scotia, N. Y.; James Kallaghan, thirty-five, of Scranton, Pa.; Miss Kallaghan, and William J. Smith, twenty-eight, of No. 229 Monitor street, Brooklyn. The Harringtons and Mrs. Provost were in the front car, which was wrecked. The other six were riding in the rear car of a train of three and were entering the second deck of the big iron structure when the car struck the wrecked car. It was whirled around an abrupt curve. It turned half over, throwing the women who were killed against the iron structure, causing their instant death.

The Giant Racer is built of steel and concrete and it helped to stem the onward rush of the flames that threatened to destroy the island at the time that Dreamland was burned out.

Did You See The Great Display of High Class Apartment House Advertising

In Yesterday's Sunday World?

Many Select Apartments Located — on — RIVERSIDE DRIVE, CENTRAL PARK WEST, WASHINGTON HEIGHTS, MADISON AVE., PARK AVE., LEXINGTON AVE., GRAMERCY PARK, BROADWAY, BROOKLYN, ETC., were described and offered for rent from \$1,000 per year up.

Don't fail to get a copy of The World's Fall Renting Guide

Which presents pictures and detailed information about 200 High Class Apartment Houses in New York City.

FREE at all World Branch Offices.

Mailed to any address upon receipt of 5 cents for postage.

Address Room 103, World Building, New York City.

The Return of the Summer Girl



To-day she sits gazing at her summer beau; but to-morrow—still, who knows?

By Eleanor Schorer

LUSITANIA AWAY AFTER NEW RECORD IN LOADING HERE

Big Cunarder Recoils and Sails With Stop of Only Thirty-two Hours in Port.

Every loading record had been beaten by the Cunarder Lusitania when, on the stroke of 4 o'clock last evening, her hulls were cast off and her shapely lines were warped out into the North river for the second trip of the three she is making against time. She had spent just thirty-two hours and ten minutes in her berth, five hours and ten minutes less than the Lusitania on her record-breaking nuptial last Christmas.

From Capt. J. T. W. Charles, her commander, to Miss Jones, the trim little English stenographer, every face on the bridge of the rail, yet wreathed in smiles. Capt. Charles said: "It was merely touch and go here in New York, you know. What counts with us is to come as close as we can to our sailing date of Sept. 9 from Liverpool."

"I hardly expect we can quite do that. The work of coaling our ship and getting her off on this side has been splendid, simply splendid. Had we not announced 6 as the time we might have sailed at 4 o'clock. The conditions are magnificent here; the organization superb."

"I hope to make Liverpool by the morning of Sept. 8. Unfortunately, in the Mersey we have to do our coaling from jetties, which may delay us. I think you may look for us back here within the twenty days. Rather good for three trips, eh? The record, what?"

Charles P. Sumner, the agent, was equally jubilant. He said:

"Had we only been able to get the Lusitania in here by 3 or 4 A. M. last night, she would have been able to do it. If they only do it as well in Liverpool it will be one more feather in the Cunard company's cap. On the return trip the Lusitania should be able to clear Sunday afternoon or evening. That would bring her back here by the 16th, possibly the 15th."

Scott Expires Beside Fair Partner, Who Had Withstood the Seven Hours' Strain.

ST. PAUL, Sept. 4.—After dancing for seven hours A. E. Scott took his young partner to a refreshment stand at a dance hall last night and was found dead as he was about to drink glass of soda. Miss Mamie Webb, the partner, stood by his side as he fell.

In the spirit of fun they had proposed a contest of endurance. They started dancing as soon as the pavilion opened at 6 o'clock and kept at it constantly, save for the thirty seconds' wait between dances, until 1 A. M., when Scott collapsed, and from the attitude of about 20 feet the machine dropped heavily to the ground. The aviator's chest was crushed by the steering lever. When found by some passers he was dead.

It is only five months since Marion took up flying.

AVIATOR MARON KILLED BY FALL NEAR CHARTRES.

CHARTRES, France, Sept. 4.—Louis E. Maron, French aviator, fell to his death six miles from here Saturday night. He had been flying over the city, where in a few days he was to take part in an aviation meet.

Maron was flying at a height of about 600 feet. As he was gliding to earth about to make a landing, his motor stopped, and from the attitude of about 20 feet the machine dropped heavily to the ground. The aviator's chest was crushed by the steering lever. When found by some passers he was dead.

It is only five months since Marion took up flying.

MULTITUDES LINE AVENUE AS WOMEN JOIN IN PARADE

(Continued from First Page.)

Reason," the labor paper of the extreme Socialist wing. It was headed "By One of the Few Men Not Afraid to Die," and signed by Eugene V. Debs. Among other things Debs wrote:

"The legal machinery of Morgan, Guggenheim and Company has been set to stretch the neck of the McNamara brothers until they are dead. They are not to be tried, but killed. The conspiracy was hatched in Wall street. These men have forfeited their right to live because they have sold out the union and the Hillman Dollar Trust, which threatened to reduce their members to penons."

AN ATTACK ON THE UNIONS ATTRIBUTED TO J. P. MORGAN.

There was a quotation attributed to J. Pierpont Morgan, making him say with a violent oath, that labor unions must be wiped off the earth, and a couplet reading:

"If the McNamaras die
Twenty million working men will know the reason why."

It was noticed that while some of the paraders folded the circulars carefully away for future reading, a great many merely glanced at them and tossed them aside.

"Detective Burns, select your next victim from our ranks," was the invitation of one body of Clockmakers. The garment makers had a number of big American flags carried along the curb, lifeless fashion. Behind them walked men carrying placards exhorting union sympathizers to help insure fair play for the McNamaras by throwing contributions into the flags to be added to the defense fund. Some of the flags sagged heavily with coins varying from half dollars to nickels when the bearers reached the street.

The police took a number of the Debs circulars and sent them to Police Headquarters for the inspection of Commissioner Waldo so that he could give orders for the guidance of the police if such literature should be distributed hereafter.

There was a brave display of the New York leaders at the head of the parade on horseback; their control of their mounts commended favorably with that of the police escort which proceeded ahead of them in a glittering line across the broad pavement.

In the advance group were Grand Marshal Matthew McCallie, with his aides, Secretary of the Labor Day Committee John C. Hildner and his committee, Assistant Grand Marshals James P. Holland and Edward Gould and their staffs and President Thomas L. Curtis and the Board of Delegates of the Central Federated Union, including Commissioner of Licenses Herman Robinson and Samuel Prince. This body swung out of line just above the Washington Arch and backed their horses to the curb on either side of Fifth avenue to review the procession. They were greeted with repeated volleys of cheers from the marchers and a tempestuous waving of flags.

No accidents were reported and Chief Inspector Schuttler and Inspector "Red" Hayes in charge of the police arrangements said that the entire absence of intoxication by the paraders and spectators was a big object lesson and a fine example to paraders in other cities or on other holidays.

EVERY UNION IN THE GREATER CITY REPRESENTED.

Every union in the Greater City was represented, and as evidence of the strength of organized labor every article of clothing worn, every wagon or boat, even the shoes of the horses, in fact, everything, bore the union label.

The largest single organization in the procession was the Clockmakers' union. Herman Grossman, organizer of the union, predicted that there would be 35,000 of his members marching, and while that number was much larger than actually turned out, the clockmakers made an impressive show-

ing. More than two-thirds of them were men. But there were several thousand women in the ranks.

The Women's Trade Union League was represented in the parade by a float representing "Life and Labor." At the last minute the design of this float was made more elaborate than was at first intended. Instead of only two women the float had the two women as central figures, with hands clasped on the highest of three tiers, and on the next tier were grouped four women and on the lowest six more women.

LEADERS FROWN UPON ANY TOUCH OF ANARCHY.

Nearly every union in the line was distinguished by a special uniform. Some of the more rabid members showed a touch of the Anarchistic red, and glaring scarlet flags were in evidence in several places. The spirit of "The Marseillaise" was evident in some quarters, but most of the leaders were inclined to frown down any such tendencies.

The approach of work on the new subway brought out a strong representation of the Tunnel and Subway Constructors' Union and the locals of engineers. The housewives, excavators and allied trades also made a good showing.

Another feature of the parade was the McNamara division, led by Julius Debs. This division assembled on Fifty-first street east of Fifth avenue, under the direction of the organization collecting funds for the defense of the McNamara brothers.

Among the inscriptions on the banners carried by this division were legends protesting against the "branny" of the Debs, and a banner reading "Glendene Schuetzen Park. The New York District Council of the Brotherhood of Butchers held its annual outing and picnic at Donnelly's Grove, College Point, and at almost every resort around the city the representatives of some union sought recreation.

There are only two unions on strike in New York just now—the marble cutters and the architectural iron workers and these are not looked upon as threatening serious trouble.

The Sailors and Firemen's Union of Great Britain, which won the recent strike in England, paraded for the first time in this city. With them were members of the crews of the Adriatic, Calcutta and other British ships in port. They carried a banner reading: "The seamen of Great Britain have beaten the Shipping Federation. What can the seamen of the world do?"

The Women's Trade League had a float made partly of paper mache and decorated with bunting while music blared from a band of brass instruments. A doll, it symbolized hatred of child labor and a plea for play and school for the child.

Among the lighter features of the display which pleased the crowds was a building that marched most solemnly with the housewives. It was dressed in a jacket resembling their blue and tan uniform and all the way from Fifty-ninth street to the Arch carrying a short-stemmed clay pipe cocked up in the corner of his mouth.

SHIRTWAIST MAKERS RECALL THE TRIANGLE FIRE.

The shirtwaist makers carried black triangles in memory of the Washington Place tragedy of last spring. They also had banners reading:

"WE SHALL ALWAYS REMEMBER THE TRIANGLE FIRE."

Capt. Dominick Henry of the Mercer street station in charge of the police detail at the Arch was applauded loud and long for an incident in which he won the good will of the reviewing officers and the spectators.

A young woman with a shawl over her head and carrying a pink faced baby in her arms was standing in the crowd on the sunny west curb of Fifth avenue, just as the parade was passing.

"This is a hard place for you and the baby," said the captain, crossing to her. "Isn't that a pretty young baby for a show like this?"

"It is twenty-one days," said the woman. "My husband, Giuseppe Pecceane, is in the Asphalt Workers. I have promised him the little Maria shall see him march."

Capt. Henry at once escorted Mrs. Pecceane to a shady spot on the other side of the street where there was a vacant space in front of the police line. When the Asphalt Workers came along the baby's father yelled

for joy and waved his hat and his fellow workers took up the shout.

There were six divisions, led by the Theatrical Protective Union and the United Housewives and Bridgemen. FULL MAKEUP OF THE SIX DIVISIONS IN PARADE.

The full makeup of the parades follows:

FIRST DIVISION: Theatrical Protective Union, United Housewives and Bridgemen, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

SECOND DIVISION: John C. O'Brien, Marshal, International Brotherhood of Transfers' Local, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

THIRD DIVISION: William Cronin, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

FOURTH DIVISION: J. J. Walsh, Marshal, International Brotherhood of Transfers' Local, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

FIFTH DIVISION: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

SIXTH DIVISION: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

SEVENTH DIVISION: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

EIGHTH DIVISION: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

NINTH DIVISION: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

TENTH DIVISION: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

ELEVENTH DIVISION: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Twelfth Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Thirteenth Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Fourteenth Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Fifteenth Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Sixteenth Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Seventeenth Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Eighteenth Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Nineteenth Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Twentieth Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

Twenty-first Division: John C. O'Brien, Marshal, Tunnel and Subway Constructors' Union, No. 1, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40, Ladies' Protective Union, No. 40.

HILL QUOTES TAFT IN APPROVAL OF WORK IN BERLIN

Retiring Ambassador Says Foes Deliberately Plotted to Discredit Him.

CAN NOW "SPEAK OUT."

Praises President's Sense of Justice and Thanks Emperor for Kindness.

BERLIN, Sept. 4.—David Jayne Hill, the retiring American Ambassador, on the eve of his departure from Berlin has broken silence with regard to his resignation, which was accepted by President Taft last April. The Ambassador has given out a statement intimating that there was a deliberate intrigue to discredit him and misrepresent the reasons for his resignation. He explained that he was prompted to make this public statement "to show appreciation of the sense of justice by which the President was inspired in recognizing the wrong done me by those whose misrepresentation he has done so far as possible to repair in circumstances which I have reason to believe he is present entirely understanding."

The statement in part reads: "I cannot leave Germany without expressing appreciation of the kindness I experienced here, particularly from His Majesty, who generally has estimated his visit to me as an honor which the laws of my country forbid me to accept. I have, however, considered it proper to receive from His Majesty as a souvenir of our agreeable relations a piece of porcelain from the royal potteries, and I wish to make a public acknowledgment of this mark of friendship. "At the time of my resignation in April there was much speculation regarding the reason therefor, and a legend concerning my course in the negotiations between my Government and Germany over the potash controversy was carefully prepared and widely circulated, positively declaring my appointment to the Department of State. Under such circumstances the duty of a loyal diplomat is silence, and faithfully I performed this duty."

QUOTES TAFT IN REPLY TO FALSE STORIES.

"I have believed that the American people, careless as they often are of reputations, love fair play, and knowing that the official record there would speak the truth at the proper time, I have taken no notice of either the source or the motive of these allegations. I have now no comment to make upon them."

"On leaving office six months after my resignation I believe that it will be a pleasure to the President if I make public at this time an autograph statement made by him some months ago, in which he stated that he had appointed me to the position of Ambassador to Germany, and that he had no objection to my continuing to represent the United States in Germany."

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VAN SCHAICK IS OFFERED JOB IN A SHIPYARD

Former Captain of the Slocum, Paroled, Finds He Has Many Friends.

After a week spent in visiting his old friends Capt. William H. Van Schaick, formerly of the General Slocum, which burned, paroled from Sing Sing prison nine days ago, admitted to-day that he had more staunch well-wishers than he had imagined. He spent Sunday in his room at No. 125 West Ninety-eighth street, smoking his pipe and reading the Sunday Supplement.

"He is pretty well tired out with his social duties of the last week," laughed his wife, "but he is happy and is growing stronger every day. The parole came rather suddenly and it was something of a surprise to him."

"I have been doing his cooking since he got home, and the way he eats is a caution. He is seventy-five, but is beginning to feel like a two-year-old, and has been around to see some of the steamboat people. He has seen the officials of the Albany Day Line and other companies, and one of them has offered him a position as superintendent of a yard where they build turbotos whenever he feels well enough to accept. He is happy with the thought that he will again be busy soon at some occupation useful to his fellow men."

"He has talked his wife and myself almost continually this last week of the kindness of the prison officials toward him in the anxious months during which his wife was fighting for his release from prison."

"I let my husband talk because it seems to do him good. I expect that he will be happy again as soon as he gets employment. He wants to go up to Albany and Troy and see his friends there before settling down to work."

Admiral Cervera's flag, the Victoria, lies eight miles further down the rocky coast, as much a victim of the depredations of ocean junkies as the Oquendo. A third of her form breaks the land line and it is believed that there would be comparatively little difficulty in recovering her, with other ships of the Spanish fleet, although she would be worthless, it is thought, as a vessel of war.

May find treasure on the colon.

Nearly two hours' sail from the Victoria, at Rio Torquino, forty-eight miles from this city, is the third of the four Spanish ships, the Christoval Colon. The Colon has been preserved from the hand of the vandal by four fathoms of water above her. Looked for in her safe there is said to be a large amount of money. Aboard her nothing has been disturbed since she was silenced by American guns and run ashore to prevent her capture. The water is comparatively deep at the point where she lies and the land rises sharply from the sea, a sheer precipice of considerable proportions. Her salvage probably would be the most difficult of the three, engineers assert.

The history of the fourth vessel of the fleet, the Infanta Maria Teresa, is well known. She was floated by Lieut. Richmond P. Hobson of Merrimack fame and lost off Cape Island in the West Indies while in tow of an American vessel on her way to an American port during a squall. Engineers have declared her not worthy a second attempt at salvage.

The two secondary vessels of Admiral Cervera's fleet, the torpedo boats Furor and Pluton, were submerged not far from the harbor entrance. The safe of the Pluton and easily portable articles from her deck and cabins have been recovered. The Furor is practically undisturbed. Both lie in comparatively shallow water.

John H. Derr, Broker, Dies. John H. Derr, a member of the Consolidated Stock Exchange, who had an office at No. 68 Broad street, died suddenly of heart disease early yesterday at his home, No. 174 West Ninety-fifth street. He had been playing cards with his wife and others until midnight Saturday and was retiring for the night, when he was seized with the attack that resulted in his death. Mr. Derr was sixty-five years old. A widow survives.

EX-POLICEMAN FOUND A SILVER MINE IN DESERT.

But Mahoney Fears to Return to the Spot Unless Accompanied by Experienced Men.

RENO, Nev., Sept. 4.—James Mahoney, the former New York policeman whose disappearance Wednesday night from the Government surveying camp caused a wide search to be instituted for him, as it was feared he had fallen victim to the desert heat, arrived in Reno considerably improved after his narrow escape from death.

Samples of ore taken from a ledge discovered by Mahoney gave evidence of containing a large amount of silver. Mahoney says he is confident of being able to return to the scene of his find, but will not do so unless accompanied by others more used to the ways of the desert. He admitted his trip across desert had been made in an undress uniform consisting solely of undergarments and shoes.

Mahoney was working five miles from camp. He complained of heat and asked permission to return to camp. His request was refused, the trip alone being regarded as too dangerous, but he insisted and left.

AUTO RAMS A TROLLEY CAR.

Chauveur Piles—Railway Passenger, Hurt, Has Him Arrested.

J. Harry Burdick, a chauffeur, of No. 27 West One Hundred and Twenty-fourth street, was arrested last night in Tompkinsville, N. Y., charged with running into a trolley car of the Richmond Railway Company. The complainant is Morris Lyons, of No. 82 Castleton avenue, West End.

Lyons was a passenger on the surface car and received bruises on his side and back. The trolley car was slightly damaged.

The accident occurred at 5 o'clock and Burdick escaped, but was arrested in the evening.

POLICE NOTIFY BROTHER OF Andrew Weiss, Dead at Albany.

Police Headquarters received the following telegram from the Chief of Police of Albany, J. L. Hyatt, early this morning:

"Andrew Weiss drowned here. Brother is J. W. Weiss, No. 129 Home street, Bronx. Wife, Josephine, of body."

The police informed Weiss in this city, and he wired the police of Albany that he would attend to the disposition of his brother's body. It is not known how the young man was drowned, but it is thought he met his death while swimming in the river during his vacation.

Bronx Man Drowned.

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